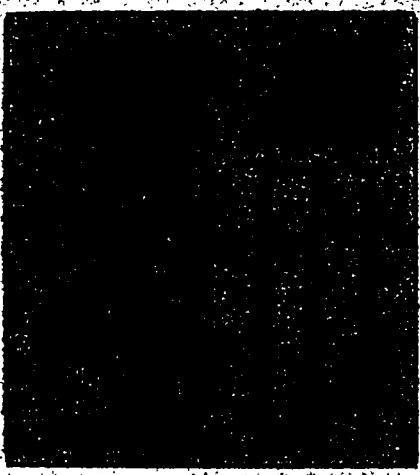


THE COMMERCIAL CENTRE OF
THE MOST FAMOUS WHEAT
GROWING TERRITORY IN THE
WORLD



Issued by

THE SASKATOON BOARD OF TRADE

January, Nineteen Hundred and Nineteen

What You Want to Know About Saskatoon

POSITION AND AREA:

The City lies in Township 36, Range 5, West of the Third Meridian, and is the nearest City to the geographical centre of the settled half of the Province of Saskatchewan. The area within the City limits is 13 1/4 square miles, or 8,480 acres, 8,000 acres of which is land and 480 acres is water.

INCEPTION:

Townsitc first surveyed 1883; first railway 1890. In 1899 it consisted of a few houses on East side of river. On West side was a station house, section foreman's house, mounted police barracks, a stone building, a hotel and about six other houses and shacks. In 1901 it was incorporated as a village, in 1903 as a town, in 1906 as a City with estimated population of 5,000. Population 1918, 25,411. Provincial University placed here in 1905.

TRAVEL DISTANCES:

From Saskatoon to Regina 160 miles; to Winnipeg 466; to Edmonton 325; to Fort William 900; to Toronto 1,775; to Ottawa, Montreal, New York and Eastern manufacturing centres, approximately 2,000; to St. John 2,400; to Liverpool 5,000.

CLIMATE: Means of Temperature 1901 to 1917 at Saskatoon.

Summer Mean (April 15th to October 15th).....	53.5 degrees.
Winter Mean (October 15th to April 15th).....	12.4
Average January Temperature.....	-3.6
Average July Temperature.....	62.5
Annual Rainfall.....	16 inches

FACTS ABOUT THE CITY:

- Height above sea level—1,600 feet.
- Dominion Government Interior Terminal Elevator, capacity 3,500,000 bushels.
- Two flour mills (capacity 2,250 bbls. daily).
- Large cold storage plant and poultry-killing station.
- Two private creameries and milk pasteurizing plant.
- Fifty-two wholesale firms; 4 wholesale grocery firms—besides commission men. 3 wholesale fruit houses.
- Two large department stores.
- Twelve lumber yards. Two planing mills. Ice Factory. Iron Foundry.
- Bottling Works. 2 Steam Laundries.
- Twenty-one auto liveries and auto garages. Taxicabs.
- Two thousand automobiles owned in the City.
- University of Saskatchewan and Agricultural College, farm and experimentation plots.
- Thirteen Schools. Collegiate Institute and Normal School.
- Two Business Colleges.
- Several imposing church edifices; all leading denominations represented.
- Public Library.
- Eleven Banks, exclusive of branches.
- Two General Hospitals. Several private ones.
- Twenty-six physicians (exclusive of chiropractors and osteopaths).
- Twenty-seven law firms.
- Y.M.C.A. and Y.W.C.A.
- Two metropolitan daily newspapers. One weekly.
- Sixteen hotels.
- Two theatres. Three moving picture theatres.
- Up-to-date Police and Fire Departments. Three Fire Halls.
- Modern automatic telephone system.
- Electric light and power plant.
- Electric street car service. 16 1/2 miles of track in City limits.
- Fifty-two miles of graded streets. 53.82 miles of concrete sidewalks.
- Provision for 17 parks within the City limits.
- Five Bridges.
- Three trunk railways. Two depots—One Union Station.
- Numerous Branch Railway lines.

(Continued on inside back cover.)

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SASKATOON

Western Canada

SASKATCHEWAN'S
UNIVERSITY CITY



Students' Residences, University of Saskatchewan

Educational, Commercial, Financial, Distributing and Railway Centre of Middle and Northern Saskatchewan:

Situated in the Mid-West on the Banks of the South Saskatchewan River amid Unsurpassed Agricultural Territory

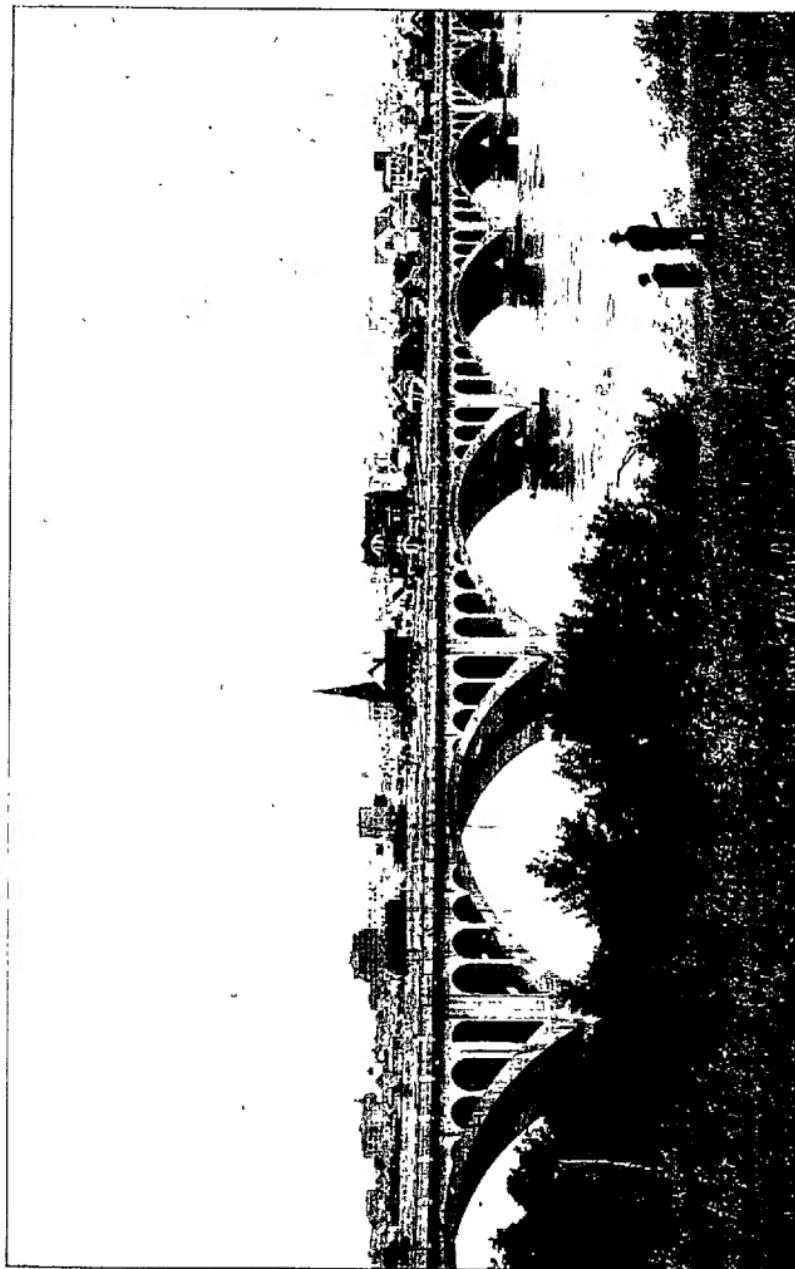
PUBLISHED BY
THE SASKATOON BOARD OF TRADE

JANUARY 1919

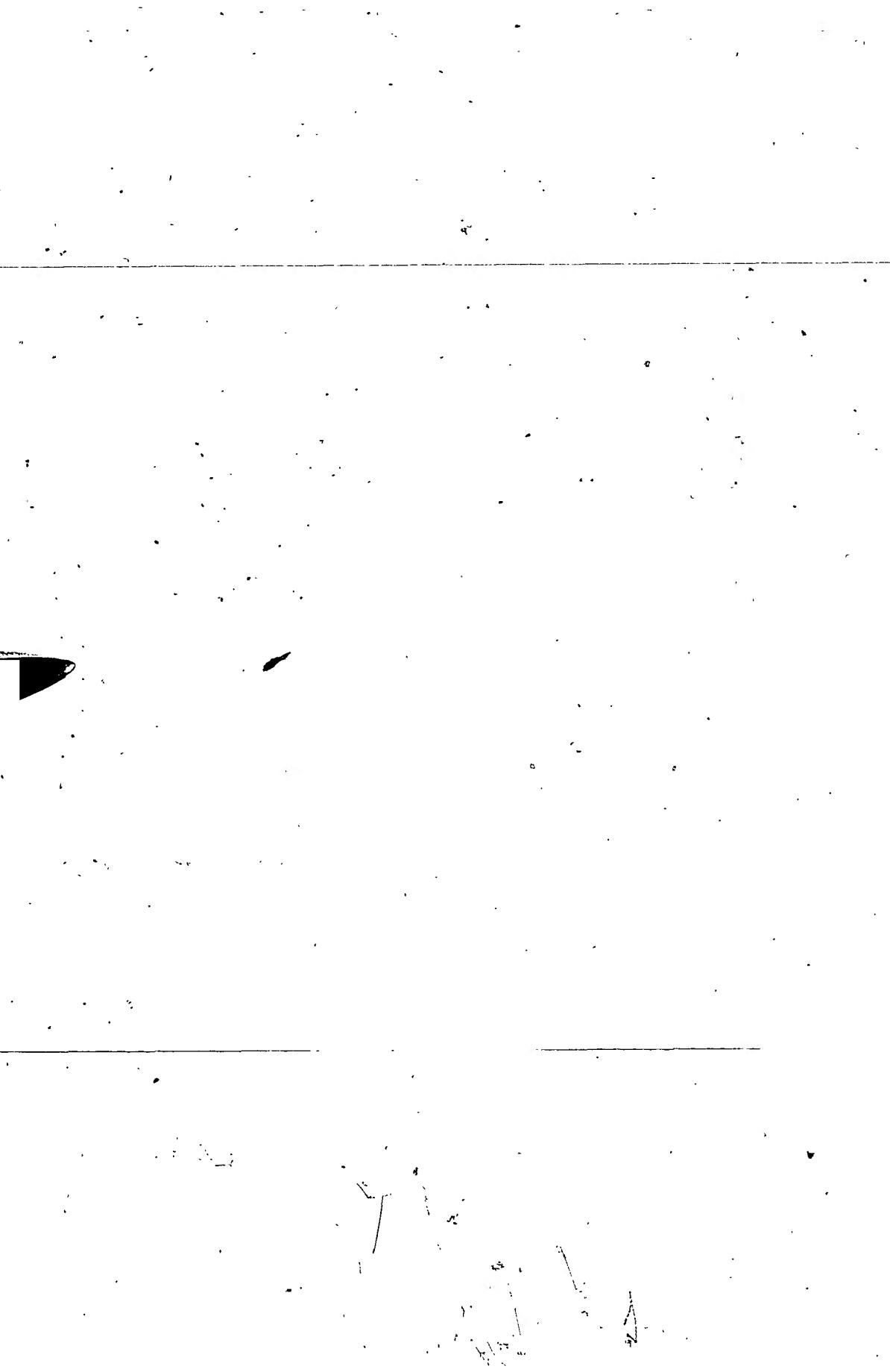
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University Bridge *Photograph taken from University Campus* Constructed in Reinforced Concrete at a Cost of Over Half a Million Dollars.



Foreword

ASKATOON, the commercial centre of the famous wheat-growing area of Central Saskatchewan, offers exceptional opportunities for legitimate commercial and industrial enterprise. The three Prairie Provinces of Canada, of which Saskatoon is the geographical centre city, form the Granary of the Empire, yet their surface is barely scratched. These Provinces have coal, oil, metals, chemicals, forests, fish and the most bounteous gift of fertile soil. Not only does the wheat, which has won the prizes for the world's best for years in succession, grow upon the magnificent land close to Saskatoon, but many herds of cattle and flocks of sheep graze upon its natural grasses. Wild berries, amongst them the famous "Saskatoons," grow in profusion upon its bushes. "Full many a flow'r is born to blush unseen" is more true of Western Canada than of any country ever imagined by the poet who wrote the words. Why it should be necessary to add that root crops such as potatoes and turnips, not to mention the whole host of common garden vegetables, will also grow to perfection, those who live here can only faintly understand. Perhaps it is because Western Canada has been the most maligned and misunderstood country that ever sought to allure men and women to dwell within its boundaries; yet, by reason of its open and accessible character, its fertility, and its natural charm, it has been the most easily and, consequently, the most quickly settled country in the world.

Fifteen years ago Saskatoon was a hamlet containing a few scattered shacks which sheltered a population of about a hundred men, women and children. Today it is a city on three transcontinental highways, with every modern convenience and a population of 25,411. The reasons are interesting, and it will be the purpose of this publication to indicate some of them.

Some who read these words may hitherto have visualized Western Canada as unproven, uncouth, undeveloped, and lacking in commercial stability as well as those social refinements enjoyed in older settled communities. Saskatchewan may have seemed forbidding because of its distance; a country of which one knew little and in which it might be difficult to find suitable employment;

much less become independent. Similar doubts have probably assailed those who have casually considered the establishment of western branches of their businesses, whether industrial, wholesale or retail. All, except those who were born here or came under special guardianship, have had just such doubts. Mere speculation, and advice from those who have never been in the West, are valueless. It is wise to doubt at first, the difference between the wise and the unwise being that the former resolves his doubts into definite information and action, while the latter just continues as he was—drifting and doubting—and the days pass into months and the months into years.

"The needs of Western Canada can be summarized into one word—PEOPLE. There are over 600,000 in Saskatchewan already but the Province will support millions.

Our need is your opportunity:

For reliable information about prospects in your particular business, sites, markets, prices, labor conditions or any other matters upon which you require specific and detailed answers, write—confidentially, if you wish—to

The Commissioner,
Board of Trade,
Saskatoon, Sask.

Saskatoon as a Commercial and Distributing Centre

Why the City is a Natural, Wholesale, Retail and Manufacturing Headquarters

SASKATOON is the most central of the cities of the three Prairie Provinces, being 466 miles from Winnipeg and 326 miles from Edmonton by the shortest railway mileage. It is a few miles north and west of the bisection of the 52nd parallel of latitude with the 106th parallel of longitude, which lines divide into four quarters the arable and settled portions of the Province.

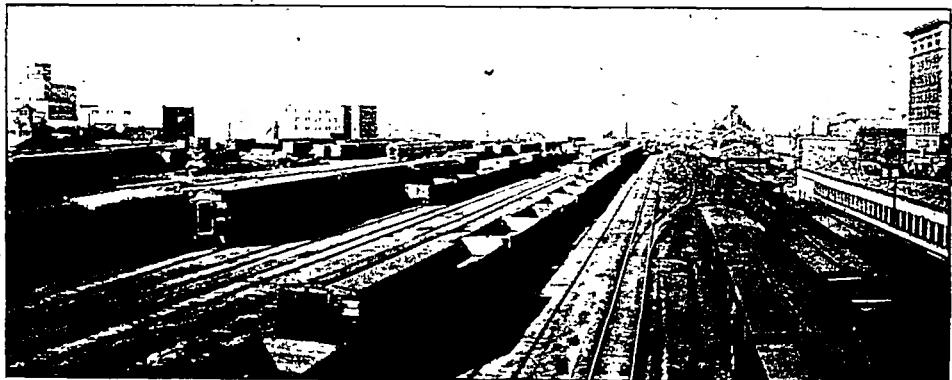
Situated on the banks of the South Saskatchewan River, the City came into being by the uniting of three villages which formed the natural gateway to a vast territory to the west which was rapidly settling, and later the City



View of Second Avenue, Travellers' Day, 1918. The automobiles lining the street are some of the 47,000 licensed in Saskatchewan during 1918. Saskatoon has 2,000 of them.

became the logical marketing centre of the magnificent agricultural country which surrounded it. Consequently, it was the point of focus for the three transcontinental railways, and, therefore, the site for the Dominion Government Interior Storage Elevator and two of the largest flour milling concerns in the West. Its central, strategic situation and promising future insured its choice as the seat of the University of Saskatchewan. Thus the links of the chain were welded together, and Saskatoon stands today:

- (a) With a population of 25,411.
- (b) On three transcontinental railways, besides branches.
- (c) With freight rate control of 47,000 square miles of territory containing about 200 towns and villages. (See demonstration of Page 14.)
- (d) The wholesale distributing headquarters of Central and Northern Saskatchewan.
- (e) With the Dominion Government Interior Storage Elevator (capacity 3,500,000 bushels), and two large flour mills with a combined output of 2,250 barrels daily.
- (f) The educational headquarters of Saskatchewan, with the University, Agricultural College (and farm), Provincial Normal School, Collegiate Institute, eleven large schools (each of which cost from \$118,000 to \$156,000), and two Theological Colleges.



View of C.N.R. yards, looking north, showing passenger depot and neighboring wholesale buildings. Saskatoon is the mid-western headquarters of the Canadian National Railway.

The nearest large wholesale distributing points with which Saskatoon has to compete are Winnipeg, Edmonton and Regina. Railway officials will confirm the statement that Saskatoon's wholesale distributing business, relative to the City's population and size, is far in excess of that of any other Western distributing point. The reason is that Saskatoon is the only City in the CENTRE of the West, and the only large place on the three transcontinental railways



Part of Saskatoon's Wholesale Section

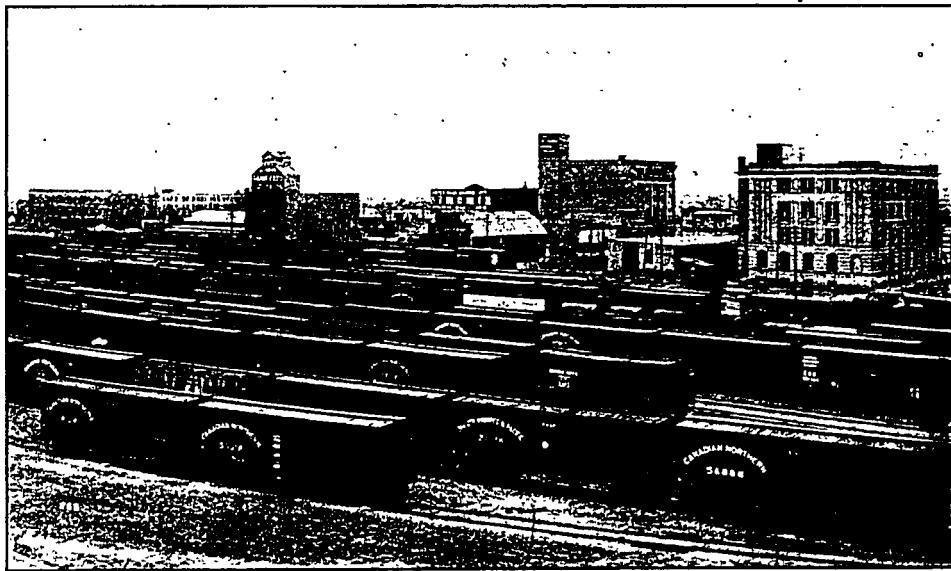
between Winnipeg and Edmonton, a distance of 827 miles. There is no near competitor. (See map of Western Canada on pages 20 and 21).

There is an excellent opportunity for wholesalers in practically every line, and industries which can operate in the Canadian West will find Saskatoon's claims genuine. The sole Western plant of The Quaker Oats Company, the largest concern of its kind on the American Continent, was established here some years ago, and wonderful expansion of their plant and buildings has since been continuous. The Inter-Provincial Flour Mills, Limited, another large milling concern, chose Saskatoon for their Saskatchewan location.

Railways

THE railways serving Saskatoon and the railway mileage controlled by Saskatoon wholesalers may be readily understood by an examination of the double page map of Western Canada. It aggregates about 2,500 miles of track and embraces a number of large towns as well as a host of small villages. As well as being a main station upon the three transcontinental roads, Saskatoon is the terminus of a number of branch lines, as the map indicates. It is the headquarters of a C.P.R. superintendent and of a C.N.R. general superintendent.

One of the most important lines running into the City is laid through the heart of the famous Goose Lake district—so well and favourably known to American land men. This district was largely settled by American farmers from 1903 to 1912, and has always been regarded as one of the richest agricultural sections of the West.



View of Canadian National Railway yards giving some idea of the volume of traffic on one of our three trunk railways.

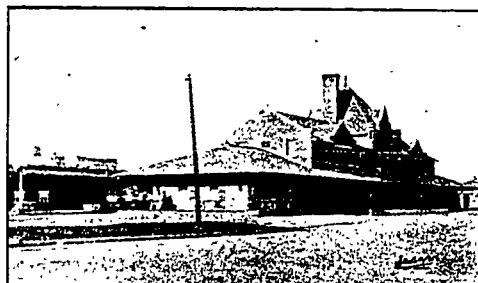
Although not yet shown on most of the current maps, the Grand Trunk Pacific Railway is now operating through the heart of Saskatoon. The previous arrangement was one whereby the G.T.P. passenger trains took up and set down passengers at South Saskatoon, a small station about four miles south of the City, a motor-bus service being operated from the business section. The Canadian Pacific Railway station is now a Union Depot, accommodating both the Canadian Pacific and Grand Trunk Pacific trains.

The probable completion in the near future of the Hudson Bay Railway (only 92 miles of steel being required in the summer of 1918) should not be overlooked. The operation of this new Government road is of great significance to Saskatoon in particular, and Western Canada in general. This railway is intended to bring the British consuming market closer to the Western producer, by avoiding the long and expensive rail haul for prairie cereal products through Northern Ontario and Eastern Canada. Whether by existing tracks or by new ones, Saskatoon will be directly connected with the Bay, the logical prairie terminus of the line. As a livestock route, and as a means of tapping hitherto unexploited mineral and forest belt, the Hudson Bay Railway will fill a great need. The following official distances, in their relation to Saskatoon, tell an interesting story:

Saskatoon to Montreal, rail.....	1,894 miles
Montreal to Liverpool	2,760 ..
	<hr/>
Total.	4,654 miles
Saskatoon to Le Pas	328 miles
Le Pas to Port Nelson	410 ..
Port Nelson to Liverpool	3,200 ..
	<hr/>
Total.	3,938 miles
Distance saved Saskatoon to Liverpool via Port Nelson.	716 miles
Saving in railway haul via Port Nelson....	1,156 miles



C.P.R. and G.T.P. Union Depot



C.N.R. Passenger Depot

DEMONSTRATION OF THE EXTENT OF SASKATOON'S DISTRIBUTING AREA FROM CURRENT FREIGHT TARIFFS

Groceries, hardware, paper and the bulk of articles in everyday use travel under Fifth Class rating in carloads from Eastern to Western Canada. They are reshipped from Western distributing points in less than carload lots, for the most part under Third Class rating. Consideration of figures affecting

goods travelling under other ratings, according to the Canadian Freight Classification, only serve to further illustrate Saskatoon's superiority as a distributing centre.

That Saskatoon actually controls a distributing area of about 47,000 square miles is shown by the following figures which are per Lake and Rail from Eastern Canada, and per 100 pounds:

NORTH to KINISTINO, competing with WINNIPEG

Carload rate, Toronto to Winnipeg	\$.87
L.C.L. rate, Winnipeg to Kinistino	<u>.86½</u>
Total rate, Toronto to Kinistino, when distributing from Winnipeg ..	\$1.73½
Carload rate, Toronto to Saskatoon	\$1.32
L.C.L. rate, Saskatoon to Kinistino	<u>40</u>
Total rate, Toronto to Kinistino, when distributed from Saskatoon...	\$1.72
One and one-half cents in favour of Saskatoon.	

SOUTH to KENASTON, competing with REGINA

Carload rate, Toronto to Regina	\$1.21
L.C.L. rate, Regina to Kenaston	<u>.36½</u>
Total rate, Toronto to Kenaston, when distributed from Regina ..	\$1.57½
Carload rate, Toronto to Saskatoon	\$1.32
L.C.L. rate, Saskatoon to Kenaston	<u>22½</u>
Total rate, Toronto to Kenaston, when distributed from Saskatoon ..	\$1.54½
Three cents in favour of Saskatoon.	

EAST to HUMBOLDT, competing with WINNIPEG

Carload rate, Toronto to Winnipeg	\$.87
L.C.L. rate, Winnipeg to Humboldt	<u>.79</u>
Total rate, Toronto to Humboldt, when distributed from Winnipeg..	\$1.66
Carload rate, Toronto to Saskatoon	\$1.32
L.C.L. rate, Saskatoon to Humboldt	<u>.29</u>
Total rate, Toronto to Humboldt, when distributed from Saskatoon..	\$1.61
Five cents in favour of Saskatoon.	

WEST to RANFURLY, competing with EDMONTON

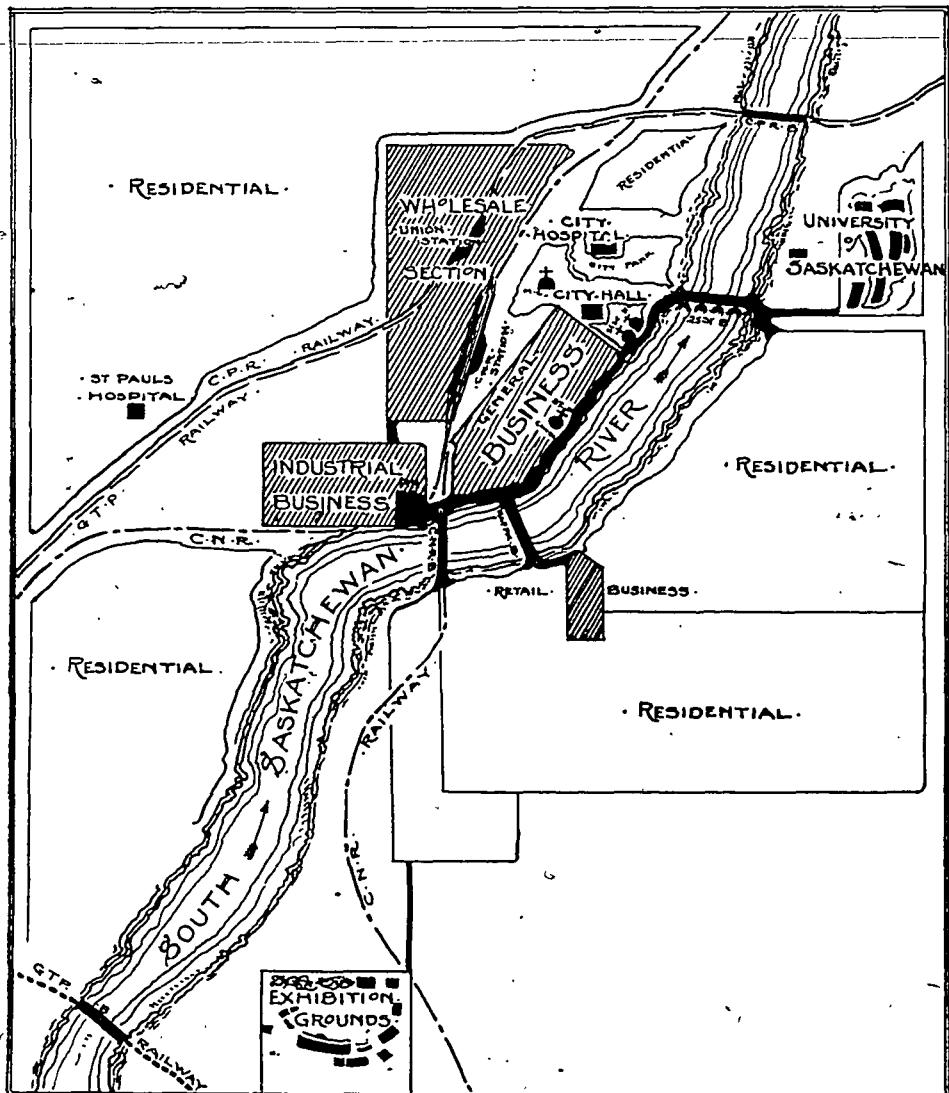
Carload rate, Toronto to Edmonton	\$1.58½
L.C.L. rate, Edmonton to Ranfurly	<u>.32½</u>
Total rate, Toronto to Ranfurly, when distributed from Edmonton..	\$1.91
Carload rate, Toronto to Saskatoon	\$1.32
L.C.L. rate, Saskatoon to Ranfurly	<u>.57½</u>
Total rate, Toronto to Ranfurly, when distributed from Saskatoon..	\$1.89½
One and one-half cents in favour of Saskatoon.	

SOUTHWEST to CRAIGMYLE, competing with CALGARY

Carload rate, Toronto to Calgary	\$1.58½
L.C.L. rate, Calgary to Craigmyle, Alta.	<u>.39</u>
Total rate, Toronto to Craigmyle, when distributed from Calgary...	\$1.97½
Carload rate, Toronto to Saskatoon	\$1.32
L.C.L. rate, Saskatoon to Craigmyle	<u>.59</u>
Total rate, Toronto to Craigmyle, when distributed from Saskatoon..	\$1.91
Six and one-half cents in favour of Saskatoon.	

The territory controlled by Saskatoon wholesalers is shown by the boundary line on the map on pages 20 and 21.

The City of Saskatoon



The above diagram shows the relative positions of the wholesale, retail, industrial and residential sections of Saskatoon. The broad stream of the South Saskatchewan River, spanned by five bridges, flows through the centre of the city, insuring unlimited, purest water—an advantage not enjoyed by many western cities.

A City of Five Bridges

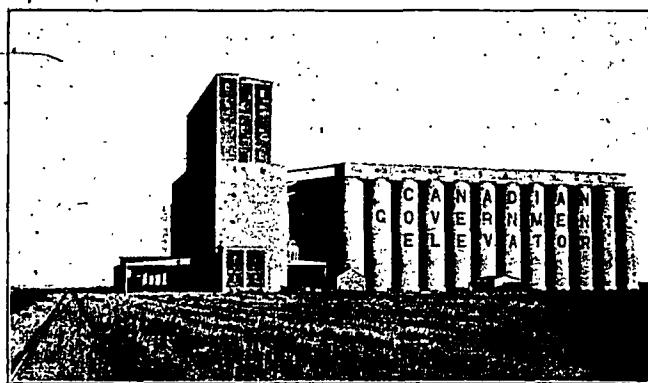
THE sketch map on Page 12, so drawn as to make it easy for the stranger to understand the relative positions of the various sections of the City, indicates that Saskatoon might aptly be termed "A City of Five Bridges." The only objection to the title is the prospect of a sixth bridge. As will be seen from the sketch, these five bridges all cross the South Saskatchewan River—the great waterway of the Prairies—within the City limits. The newest, known as the University (or 25th Street) Bridge, is a handsome, arched structure of reinforced concrete which cost approximately \$600,000.00 to construct. It is generally admitted that there is no more beautiful bridge anywhere. Four of its ten arches have a span of 150 feet—the longest in Canada. (See Frontispiece.)

Three of our five bridges join the central portions of the City, two of them being for vehicular and pedestrian traffic, while the third carries the Canadian National Railway tracks and has a foot bridge alongside. The remaining two, one in the northeast and the other in the southwest portions of the City, are railway bridges and carry, respectively, the Canadian Pacific and Grand Trunk Pacific rails. The necessity for a sixth bridge has been felt for several years, but the economy in public expenditure enforced by the war prevented any attempt to secure its construction. The existing bridges with their lengths are as follows:

Canadian National Railway Bridge, 1,000 feet.
 Canadian Pacific Railway bridge, 1,300 feet.
 Grand Trunk Pacific Railway bridge, 1,530 feet.
 19th Street Traffic bridge, 1,000 feet.
 University (25th Street) Traffic bridge, 1,593 feet.

CANADIAN GOVERNMENT ELEVATOR

At strategic points in the Prairie Provinces, the Dominion Government has constructed three interior terminal elevators in order to provide an adequate means of storing farmers' grain and relieving congestion in the grain handling season, either at the head of the Lakes or at the Eastern seaboard.



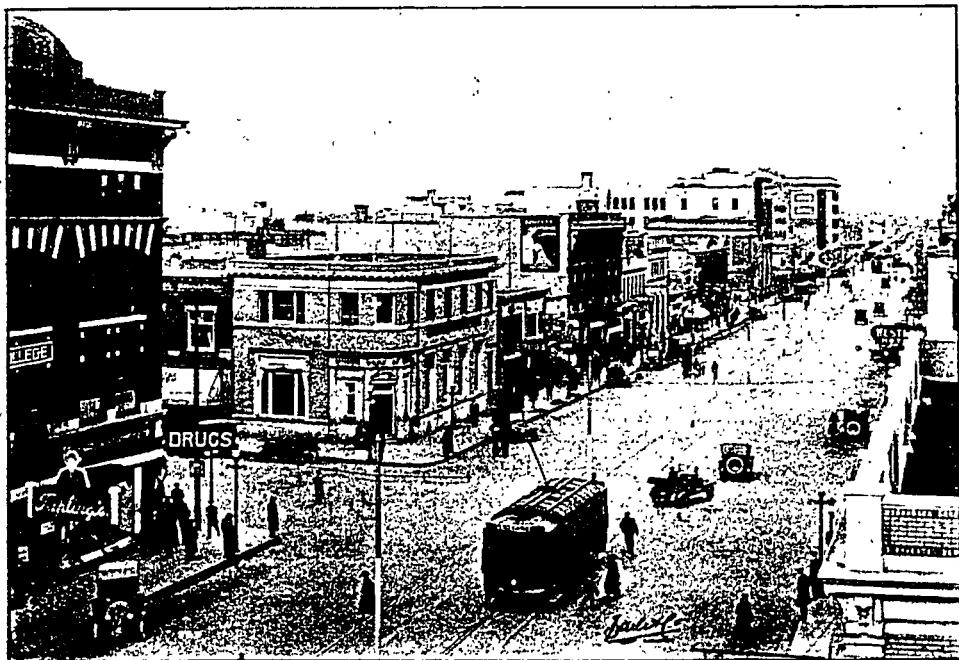
Canadian Government Elevator, capacity 3,500,000 bushels, where large quantities of grain are stored and treated.

Saskatoon, as the logical great prairie terminus of the nearly completed Hudson Bay Railway, and as an important grain handling point, was made the site for one of these elevators. It is constructed entirely of reinforced concrete at a cost of \$1,150,000, and has storage capacity for 3,500,000 bushels of grain. Its equipment is adequate to handle 72 carloads of grain per hour. It cleans and

Two Views of a Well-known Business Corner



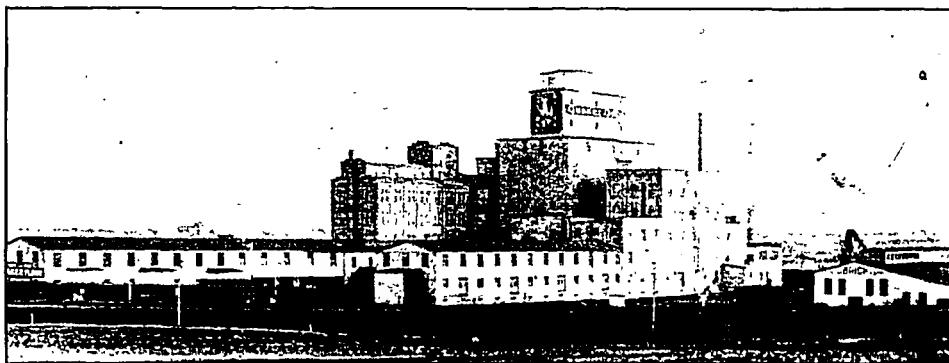
Twenty-first Street, looking East, showing intersection of Second Avenue. River bank and residences in the background.



Second Avenue, looking North, showing the intersection of Twenty-first Street.

dries grain according to the most up-to-date methods. A 10,000 volt underground cable from the City plant supplies the necessary power. The main uses of the elevator are to clean and store grain, to treat damaged or moist grain and thus render it suitable for transportation, and to distribute seed grain as the Dominion Government and the needs of the farmers dictate.

As the agricultural life of the community centers around wheat production, so its industrial life is based upon the milling of wheat and allied products. There are already two large concerns in the City of Saskatoon carrying on this business—The Quaker Oats Company and the Inter-Provincial Flour Mills—with a combined output of 2,250 barrels daily. The Quaker Oats Company has its sole Western plant here, which represents a very large investment. This company chose Saskatoon in preference to all other Western points, and has made great extensions and improvements in its plant since locating. Much larger facilities are contemplated for the future.



Sole Western plant of the Quaker Oats Company, at Saskatoon.

University, Colleges and Schools

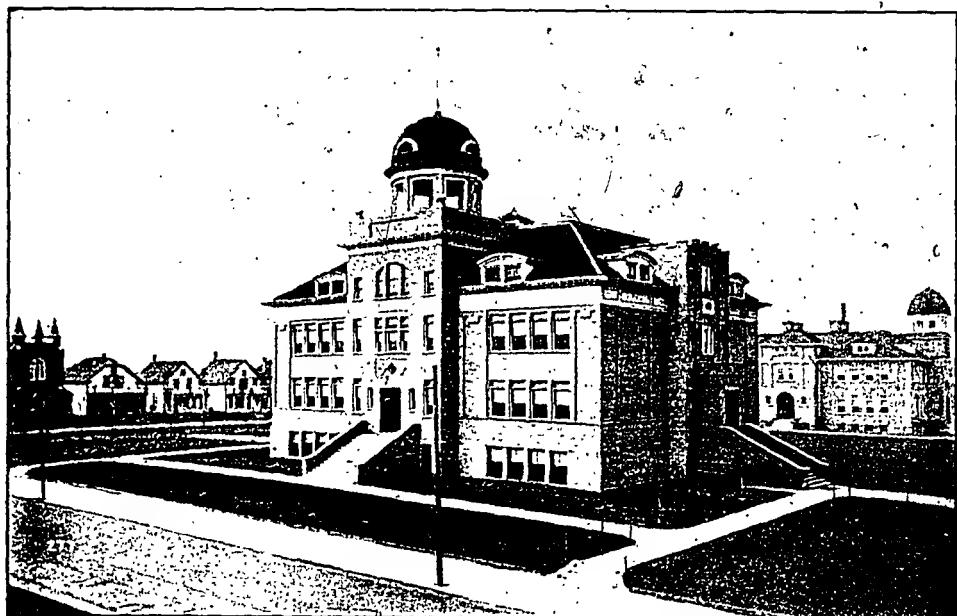
Factors that Make Saskatoon the Educational Headquarters of the Province

THE educational institutions now established offer complete training—from Kindergarten to University. This fact will appeal strongly to parents. A child may commence in the public school, and thence proceed to the Collegiate Institute, continuing to the University, from which he may finally emerge with a Degree—all without leaving Saskatoon. No other city in Saskatchewan can offer such advantages. The accompanying illustrations show examples of our eleven large public schools, which ranged in cost of construction from \$118,000 to \$156,000 each. Including one in the Town of Sutherland, which is virtually a suburb of the City of Saskatoon although with its own municipal government, there are thirteen schools, three of them being housed in frame buildings. Figures showing Saskatoon's school attendance from 1902 to 1918 indicate the steady growth of the City. The school attendance in any community is the true index of its health and prosperity.

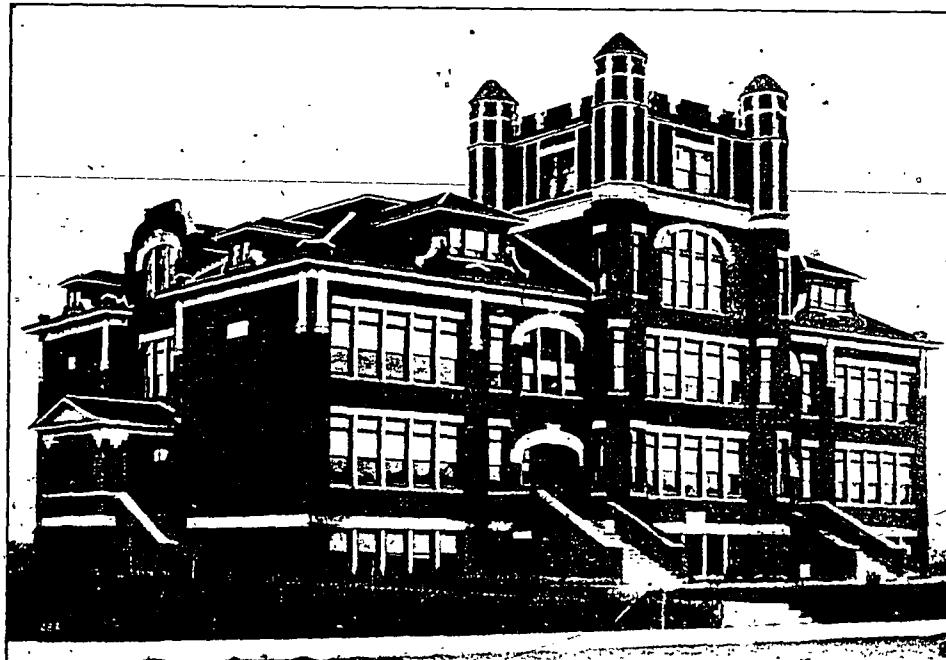
SASKATOON'S PUBLIC SCHOOL ATTENDANCE 1902 to 1918

Year	Teachers	Enrolled	Year	Teachers	Enrolled
1902	2	112	1911	43	2,077
1903	3	136	1912	58	2,160
1904	4	158	1913	74	2,892
1905	5	213	1914	92	3,268
1906	6	296	1915	93	3,260
1907	10	364	1916	91	3,127
1908	16	651	1917	100	3,411
1909	29	1,113	1918	110	3,678

There are two separate schools which in 1917 had six teachers and 232 pupils.



The Princess and the Alexandra, two Saskatoon schools, of which there are twelve. These schools were erected at a cost of considerably over a Million Dollars, and are now attended by nearly 4,000 children.



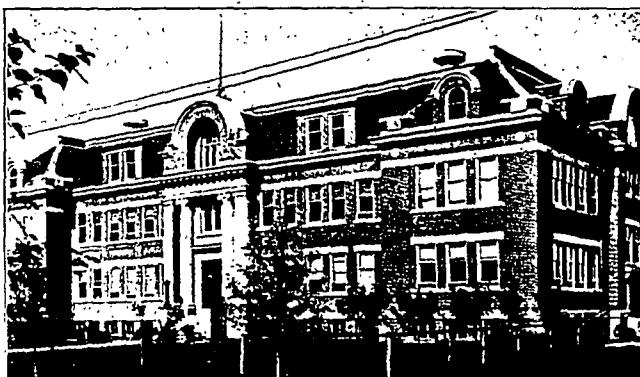
The King Edward School in the City Park District.

HIGH SCHOOL ATTENDANCE

Year	Teachers	Enrolled	Year	Teachers	Enrolled
1908	3	81	1913	12	414
1909	5	133	1914	14	534
1910	6	187	1915	16	624
1911	8	257	1916	17	678
1912	9	327	1917	19	700
			1918	22	1072

THE COLLEGIATE INSTITUTE

Our Collegiate Institute is considered one of the most imposing buildings of its kind in Canada. Pupils, who have passed from the public schools, are here given a high school training preparatory to entering the University. The Institute stands on the right bank of the river on the summit of a hill, from which an unusually fine view of the city is obtained.



Saskatoon Collegiate Institute—One of the best in Canada

THE UNIVERSITY OF SASKATCHEWAN

The University buildings crown the height of land northeast of the City proper, and the site could hardly have been more fortunately chosen. It includes half a mile of well-wooded river front, and altogether embraces 1,333 acres of rich land, 293 acres of which are set aside for a campus, 160 for purposes of agricultural experimentation and 880 for the Agricultural College Farm. The plans provide for the eventual accommodation of five thousand students, but the present buildings consist of an administration building, containing a convocation hall, and offices for the different departments, as well as class rooms; two students' residences; an engineering building; livestock pavilion, and most up-to-date farm buildings. All the main buildings of the University are to conform to a set plan and will, like those already erected, be of stone in the Gothic style.

There are also several residences on the campus, the principal one being that of the President, and the buildings of Emmanuel College—the first of its kind in Saskatchewan. The University grants sites of from three to five acres to affiliated colleges at a nominal rental.

The University was established by Act of the Provincial Legislature, April 3, 1907, and Saskatoon was chosen as its seat April 7th, 1909.

The corner stone was laid by Sir Wilfrid Laurier July 29th, 1910. Saskatoon is, therefore, for all time the educational headquarters of Saskatchewan. With the exception of theological degrees, the University has the sole degree conferring power in the Province. Degrees are provided in Arts, Science, Law, Agriculture and Civil Engineering, and a Diploma in Pharmacy.

Adjacent to the University, a fine stone building, a small church and a cluster of small frame buildings, comprise the nucleus of Emmanuel College, while a beautiful structure towards which \$80,000 has already been publicly subscribed will be the home of the Presbyterian College. Owing to the war and the enlistment of students, construction was not proceeded with.

The College of Law was opened in 1913, and offers a four years' course leading to the degree of LL.B. A four years' course in Civil Engineering is provided leading to a B.E. degree; while the College of Arts and Science has courses terminating in B.A., M.A., B.Sc., and M.Sc. degrees.

AGRICULTURAL COLLEGE AND COLLEGE FARM

The Agricultural College opened in November, 1912, and provides a short course for farmers' sons extending to three years. The studies are adapted to boys who have passed through the public schools and who are engaged in farm work during the summer. The term is from November to March. The College also offers a four year course leading to the degree of B.S.A.



Model Barn at the College of Agriculture, University of Saskatchewan.



Another view of the University, showing the up-to-date farm buildings and livestock pavilion in the background.

The large farm attached to the College of Agriculture is well equipped with livestock. Its function is to augment the teaching of the College by the field demonstrations. In addition, agricultural experts carry on a scheme of extension work throughout the Province. Excursions of farmers to the College are often organized, and during the summer months a train made up of exhibits, and manned by teachers, carries its educational message to farmers in all parts of the Province. New features of the Extension Department are the Homemakers' Clubs for the training of farm women, and a Boys' Work Section which brings the younger farm boys into close touch with the University. Vocational training is also provided for returned soldiers, principally in farm engineering and carpentry.

THE PROVINCIAL NORMAL SCHOOL

The Provincial Normal School has been established for the training of first, second and third class and high school teachers. It commenced its work here in August, 1912, and is partly carried on at the University and partly at the Buena Vista school, not yet having acquired its own building, although plans for it have been decided upon and work will begin shortly.



Residence of The President of The University

diers' course, and a short course in agriculture, making a total of 1,107 persons taking instruction.

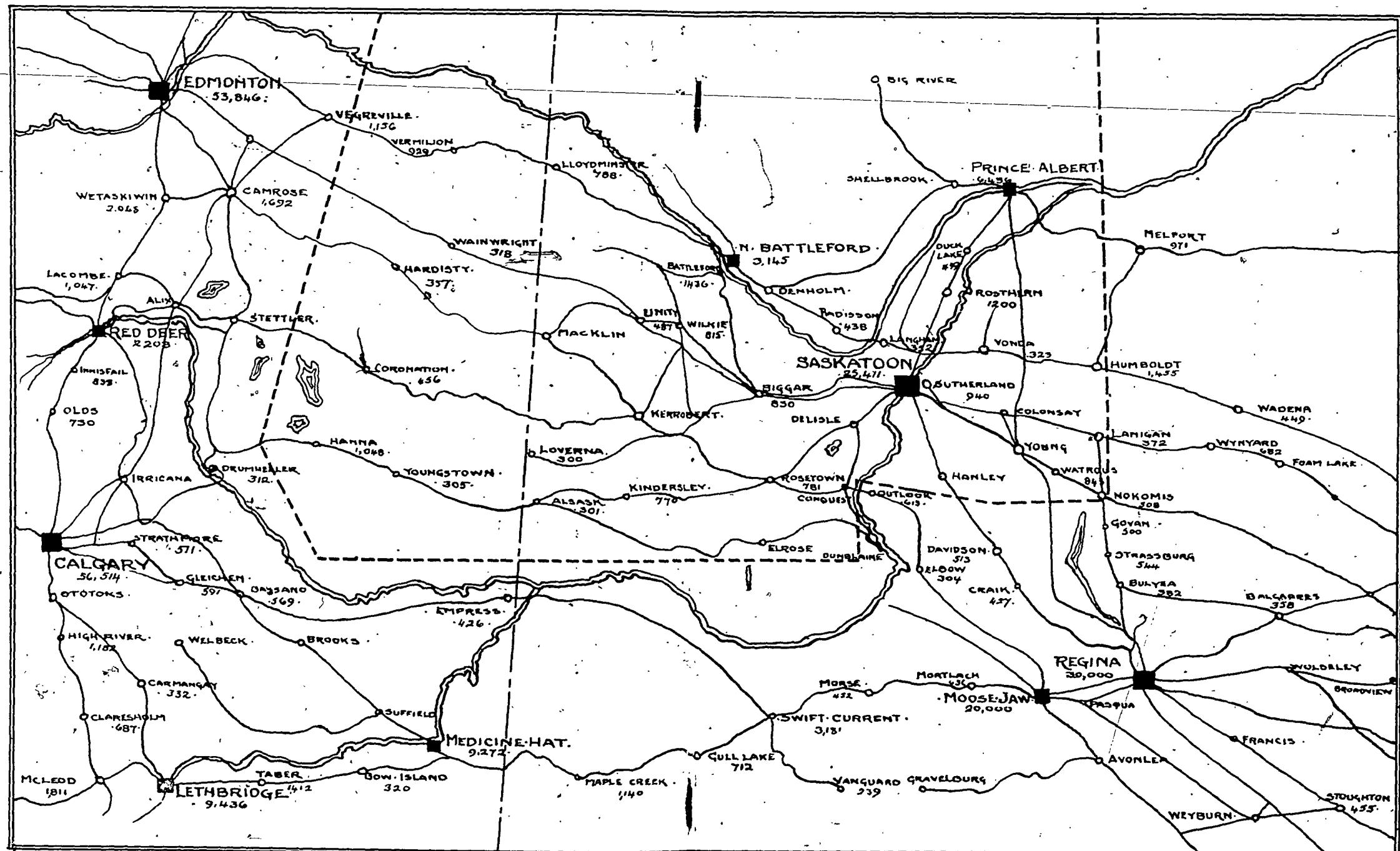
ATTENDANCE AT UNIVERSITY

1909-10.....	70
1910-11.....	108
1911-12.....	150
1912-13.....	248
1913-14.....	382
1914-15.....	445
1915-16.....	406
1916-17.....	291
1917-18.....	407

The effect of the war on the student body may be plainly noted.

To the figures should be added 700 students in 1917 and 1918 attending summer school course, returned sol-

Map of Part of Western Canada showing Saskatoon's Wholesale Distributing Area



Scale 46 miles to the inch.

— — — — — indicates boundary between Saskatchewan and Alberta.
— — — — — indicates Saskatoon's wholesale distributing area.
Figures under names of places show populations.

Table of Railroad Distances:

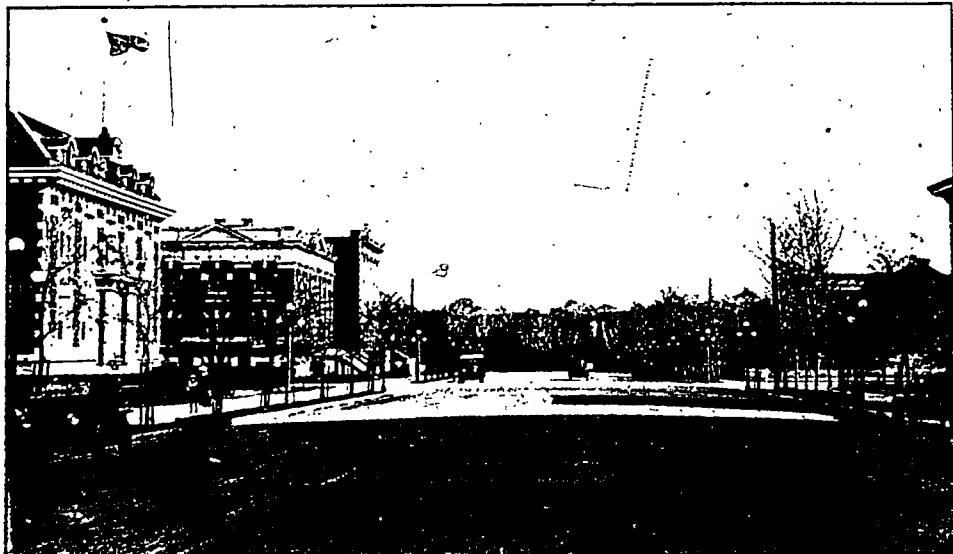
Saskatoon to Regina.....	160 miles	Saskatoon to Edmonton.....	327 miles
Saskatoon to Calgary.....	400 miles	Saskatoon to North Battleford.....	96 miles
Saskatoon to Prince Albert.....	96 miles		

Saskatoon's Publicly-Owned Utilities

Parks, Streets, Water Supply, Sewerage, Electric Light and Power, Street-Railway and Public Library

A MODERN city in every respect, Saskatoon has wide, clean streets, and large imposing business blocks. In the common sense of the term, it is a beautiful City. Its picturesque site on both sides of the broad and swiftly flowing river, with high, wooded banks, appeals to the imagination, and relieves the monotony sometimes associated with the level expanses of the prairie. Considering future needs, the probable growth of the City and the necessity for suitable places of recreation for the people, ample provision has been made for public parks. Seventeen parks, with a total area of 595.52 acres have been provided for within the City limits. The most frequented is Central Park which occupies 58.25 acres, and one side of which skirts the left bank of the river. In this park are race track, bowling green, tennis courts and football ground. Trees, flowers and lawns cared for by gardeners only emphasize the natural beauty of wild growth which fringes the river. Along such paths it is, indeed, delightful to roam in the cool summer evenings. Wild flowers grow in profusion, and the trees reach to the water's edge. In addition to the park acreage above mentioned, the City owns two parks, amounting to some 61 acres outside the City limits, and has a 99 year lease at a nominal rental from the Dominion Government on an island situated in the South Saskatchewan River about two miles south of the City limits. This island has an area of approximately ten acres.

The area of the City is 13 1-4 square miles, or 8,480 acres, 8,000 acres being land and 480 water. Within this area there are 62 miles of graded streets,



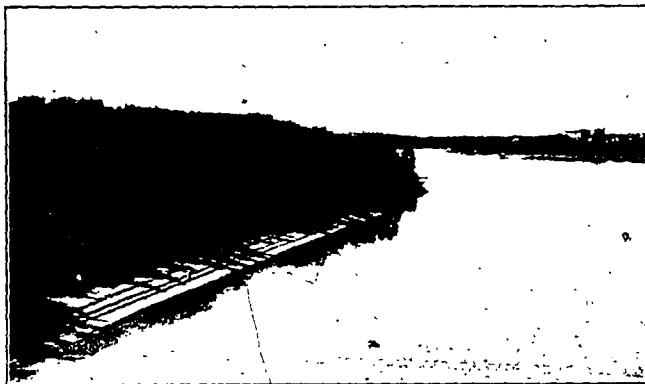
Part of 21st Street, showing (on the left) the Court House, Masonic Temple, and Public Library, with the Saskatoon Club and Great War Veterans' Home partly hidden by trees (on the right). Wooded river bank in background. Note boulevarded streets paved with asphaltic concrete.

Photo. taken in November, 1918.

17.7 miles boulevarded, 5.8 miles paved with asphaltic concrete, while the remainder are earth roads with curb and gutter. There are 53.8 miles of concrete sidewalks, and 14.8 miles of wooden sidewalks.

WATER SUPPLY

Saskatoon has the advantage of most of its prairie-contemporaries in that its water supply is unlimited in the fullest sense. There is no town higher up the river for hundreds of miles so that the water could not be other than pure, but every drop is filtered before it emerges from the taps. The capacity of the pumps from the intake well is four million gallons per day, with provision for doubling this capacity whenever the needs of the City require it. There are also direct acting pumps of 750,000 gallons per day for increasing the pressure in case of fire.



Our beautiful river, with its tree-lined banks.

Although the water as taken from the river is quite fit to drink it is passed through sedimentation basins for filtering in order that when it is drawn for domestic use, it may be perfectly clear. The Saskatoon filtration and pumping plant is considered a model, and various engineering journals have published articles descriptive of it. It is electrically operated with steam plant standby, should the electrical operation fail. The quantity of water pumped during 1915 was 416,332,000 gals; during 1916,

481,521,000 gallons; in 1917, 599,474,000 gallons; and during 1918, 576,372,000 gallons. There are 45.82 miles of water mains, 467 hydrants and 2,878 metered water connections.



One of Saskatoon's comfortable residences.

tary sewers, and 5.4 miles of storm sewers.

The City's sewerage system consists of both sanitary and storm sewers, each being quite separate. With one exception, storm sewers have only been laid on streets where permanent pavements have been put down. There are 42.7 miles of sani-

ELECTRIC LIGHT AND POWER

The power house, fireproof throughout and erected on a central site, is designed so that additions may be made as required. The present capacity is 5,590 kilowatts. When the City first began to supply electric light and power the greatest demand (or peak load) was 80 kilowatts with 5,537 connections. In 1907 the revenue from the electric light department was \$5,851.58, while in 1918 it was \$349,569.22. The Electric light rates are 8, 7 and 6 cents per kilowatt hour according to the quantity used, and the power rates are from 5.4 cents to 2 cents per kilowatt hour according to the quantity used. Where very large quantities of power are required by industrial concerns, a specially low quotation may be made. For street lighting there are well over 800 electric light standards, with varying numbers of lights on each. Of these 529 are on ornamental metal standards on the main business streets.

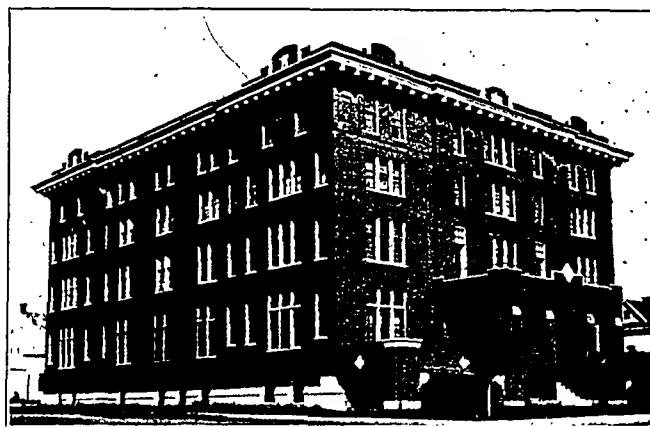
ELECTRIC STREET RAILWAY SYSTEM

Saskatoon's street railway system at present comprises 16 1-2 miles of track within the City limits, in addition to a suburban line connecting the Town of Sutherland—three and one-half miles east of the City. This route is part of the regular city service. The equipment consists of thirteen single truck cars, each with a seating capacity of 32, and six double truck cars, each with a seating capacity of 40. The five-cent, pay-as-you-enter fare prevails with reduction on tickets for school children. The operation of this street car system has generally in the past yielded a profit—a unique experience in Western cities.

Year	Passengers Carried	Gross Revenue	Operating Expenses	Miles Run
1916	3,504,524	\$180,541.60	\$129,156.66	737,475
1917	3,910,101	197,716.57	146,915.05	756,701
1918	3,940,480	200,134.09	214,676.78	755,565

SASKATOON PUBLIC LIBRARY

In 1911 the City purchased a site for a public library for \$25,000.00. This site is situated on Spadina Crescent, and commands a fine view of the Saskatchewan River. When opened, the library had 900 books for circulation compared with 7,669 today. During 1918, 2,914 persons borrowed books. The three principal departments of the library are: circulation, children's and reference. The total 1918 circulation was 47,010 volumes, a figure which would have been about 54,000 but for the influenza epidemic. The staff consists of a librarian and two assistants.

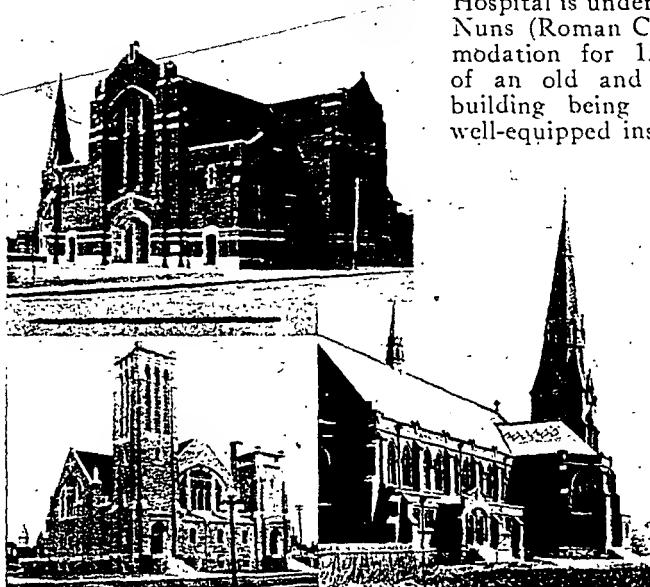


Vocational Training Home for Returned Soldiers—formerly the Y.M.C.A. building.

HOSPITALS AND CHURCHES.

There are two hospitals, the City Hospital and St. Paul's. The first is municipally owned and operated, and is under the control and management of a Board of Governors. The buildings are situated in Central Park on Queen Street—which, with the isolation building, have accommodation for 200 patients. There is a nurses' home in connection, providing accommodation for 55 nurses and 15 ward maids. Much larger buildings and facilities are contemplated, and indeed, planned for, as soon as economic conditions are favourable. St. Paul's

Hospital is under the direction of the Grey Nuns (Roman Catholic), and has accommodation for 150 patients. It consists of an old and new hospital, the new building being a most up-to-date and well-equipped institution.



Three of Saskatoon's leading churches—Knox (Presbyterian), Third Avenue (Methodist), and St. John's (Anglican).

public subscription at a cost of \$150,000.00. It is used as a vocational training home for soldiers and was turned over by the City Council to the Dominion Government for this purpose. The Y.W.C.A. also has its own building.

The churches represent all the leading denominations, there being no fewer than seventeen places of worship. There are, however, four principal buildings which will rank amongst the most beautiful in Western Canada. These are St. John's (Anglican), Knox (Presbyterian) Third Avenue Methodist, and St. Paul's (Roman Catholic.)

In addition, there is a fine Y.M.C.A. building, erected by



St. Paul's—One of our two up-to-date hospitals.



Second Avenue, looking South.

ADMINISTRATION, FINANCES AND TAXATION

Public ownership and operation of utilities have always been popular with our citizens. Consequently, the City Council has installed in succession a water-works, electric light and power plant and electric street railway system. For successful and economical operation of these utilities and the City's business generally, the services of a municipal expert were secured in the form of a City Commissioner. The policy and affairs of the City are conducted by a Mayor and ten Aldermen, the mayor being elected annually by a vote of the electors of the whole City. The Aldermen are each elected for a period of two years, one half retiring each year.

Municipal and school taxes, levied upon land, buildings, businesses and incomes are the chief means of revenue. In assessing businesses, the Assessor's Department calculates the number of square feet in the premises to be assessed, and different rates are fixed for each class of business. Land is assessed at its fair actual value, and buildings and improvements at 25 per cent. of their actual value. Discounts as high as five per cent are allowed on taxes if paid by specified dates.

For further information about assessment and taxation, application should be made to the City Clerk, City Hall, Saskatoon.

POLICE AND FIRE DEPARTMENTS

The police force of the City is under the control of a police commission, consisting of the Mayor, the District Court Judge, and the permanent Police

Court Magistrate. A system of telegraph stations is used whereby constables on their beats may communicate with headquarters, thus enabling a comparatively small force to adequately police the City. The 1918 strength was 22, with patrol wagon and motor cycle. The efficiency of the force may be judged by the fact that, during 1918, the value of property lost was \$27,194.90, while the value of the property recovered was \$23,083.90 or 84.88 per cent. The value of property stolen was \$46,241.44, and the value of property recovered was \$39,068.39, or 84.48 per cent.

A chief and 35 men form the personnel of the Fire Département operating from three fire stations, well equipped with motor engines and all modern improvements. Some new high pressure equipment was purchased in 1918.

FINANCIAL STATEMENT

Assessed value for taxation (1918).....	\$29,946,724.00
Exemptions not included in above.....	2,296,305.00
Total debenture debt, including local improvement debentures (1917).....	8,297,818.00
Less sinking fund and public utility debentures.....	3,755,987.00
Net debenture debt.....	\$ 4,541,831.00
Treasury bills outstanding.....	Nil
Value of Corporation's Assets, Dec. 31st, 1917.....	\$10,637,279.00
Total Tax Rate:	
Public School Supporters.....	28.25 mills
Separate School Supporters.....	32.15 "
Public Revenue Tax.....	2.00 "
Current Revenue, 1917.....	\$667,891.38
Current Expenses, 1917.....	668,447.11
Deficit.....	\$ 555.73

Office of the City Clerk,
Saskatoon, August 28, 1918.

TAX RATES

Year	Total Public School Supporters	Total Separate School	Municipal General	Public School	Separate School	High School	Public Library
1913	18	18.4	13.5	4.1	4.5	.2	.2
1914	17.55	17.55	12	5	5	.4	.15
1915	15.77	16.26	10.5	4.5	5	.7	.07
1916	19.55	20.30	11.5	5.9	6.65	.80	.15
1917	21.80	21.80	11.65	7	7	1.50	.15
1918	30.25	34.15	17.20	9	12.90	1.85	.20

The 1916 and 1917 figures include the Provincial Government Patriotic tax of 1.20 and 1.50 mills, respectively.

The finances of the City are, roughly speaking, divided into (a) current account and (b) capital account. Improvements of a permanent nature are paid out of capital account, while the ordinary operations of the City, such as salaries, interest, sinking fund, and depreciation, are paid out of current account. Capital account funds are raised by the sale of debentures of bonds which must, in each case, be approved by the Local Government Board of the Province by vote of the electors.

Agriculture

'Saskatchewan Grows More Wheat than Manitoba and Alberta Combined—The Saskatoon District, for Many Consecutive Years, Has Won the International Prizes for the World's Best Wheat.'

WHEAT! The best wheat in the world is what Saskatchewan produces. It is also true that Saskatchewan grows nearly all the famous "Manitoba Hard" so well-known throughout the markets of the world. Any impartial inquirer who is inclined to accept such a statement as "merely advertising," is recommended to communicate with the Dominion Government, Department of Agriculture, or to consult any reputable blue book. He will be forced by irrefutable figures to accept the statement that Saskatchewan

every year, grows more wheat than the other two Prairie Provinces combined—a fact not generally realized, especially when it is considered that the contribution of the other two Provinces to the world's wheat supply is no mean one.



The famous "Manitoba Hard," grown in Saskatchewan, which produces more and better wheat, annually, than Manitoba and Alberta combined

is near Rosthern, approximately forty miles north of the City of Saskatoon. Mr. Wheeler's reputation as a wheat wizard is now world-wide.

The World's Best Oats Championship has also been won for a number of consecutive years by J. C. Hill & Sons, of Lloydminster, Sask.

Mr. Paul Gerlach, of Allan, Sask., thirty miles south-east of Saskatoon, has also obtained a place amongst the world's most famous grain growers. A list of the prizes won by Seager Wheeler will be found at the end of this booklet.

Even in 1914 Saskatchewan had 1,465 grain elevators at 647 railway stations compared with 689 elevators at 347 stations in Manitoba, and 397 at 195 in Alberta, and the situation today is more favourable for Saskatchewan. In 1917 Saskatchewan had 1,947 elevators at 732 stations. The value of Saskatchewan's cereal crop in 1918 was \$310,577,000.00, while that of Manitoba was \$183,345,600.00, and that of Alberta \$33,235,120.00.

The average Saskatchewan yield per acre for wheat for the last ten years is 17 1-2 bushels, although in 1915, according to Dominion Government figures, the yield rose as high as 28.54 bushels per acre. It should not be forgotten

that the $17\frac{1}{2}$ bushels mentioned above included all crops seeded, regardless of whether they were improperly farmed or otherwise rendered of little value by any act of Nature or man.



A Typical Prairie Farm Home in a new district, showing what the average man might expect after three or four years, commencing on raw land.

LIVESTOCK

The livestock figures will, undoubtedly, surprise those who have been accustomed to regard Saskatchewan merely as a grain-growing Province. Of late years, and particularly in certain districts, the livestock industry has received a great impetus. The new settler, at the outset, generally confines himself to wheat-growing because he is not, as a rule, financially capable of stocking his farm. Nevertheless, the wisdom of placing stock amongst his possessions, and so diversifying his operations, making his returns more certain and his incoming cheques more frequent, appeals to every farmer whose ambition is sincere. It is to be expected, therefore, that, as the years pass, Saskatchewan's livestock should continue to increase in numbers and quality. Even in one year, from 1917 to 1918, a most satisfactory increase may be noted, and



Saskatchewan Farm Horses shown at Saskatoon Exhibition—Saskatchewan now has over a million of them.

this is the more noteworthy when it is considered that wheat has been in great demand at war prices.

Progressive steps for the better development of the livestock industry are in prospect and the establishment of co-operatively-owned stockyards at strategic points in the Province will be undertaken in the near future. By reason of its railway facilities, its feeding advantages and its central location Saskatoon promises to become one of the chief livestock marketing centres in Western Canada. A company is now being formed for the establishment of stockyards at Saskatoon. The city already has an ideal, municipally-owned site for stockyards served by sewer, water and electricity and all three railways.

Description	1918	1917
Horses and Mules.....	1,000,076	888,672
Cattle.....	1,279,331	1,211,892
Sheep.....	134,377	127,892
Swine.....	521,240	573,938
Poultry.....	8,000,369	7,847,741

From 1916 to 1917 the increase in Swine was 43,211.

THE SASKATOON DISTRICT

There will, doubtless, be differences of opinion as to just where the line should be drawn which marks off that large area of territory which may be considered, without exaggeration, tributary to Saskatoon. For the purpose of ascertaining what Saskatoon really depends upon and what territory really looks to Saskatoon, it is advisable, if a fair and conservative estimate is to be made, to greatly reduce the area over which our wholesale merchants have control upon a basis of freight rates. Commercial evidence does not sustain the theory that, because a distributing point has freight rate control of a large territory, all business necessarily flows that way, though much of it would naturally do so. Other conditions being equal, passenger and express business, apart from that which represents or results in the shipment of goods by freight, naturally flows to the nearest large City.

For the purposes, therefore, of a cereal, livestock and common revenue inquiry, a comparatively small area has been chosen which takes into consideration the location and business claims of such points as Prince Albert and North Battleford. In order to make every allowance for wastage, the figures in this investigation are offered as a conservative statement of the factors which go to the support of the City and its commercial interests. For example, it is certain that parts of Eastern Alberta pay tribute to Saskatoon through the medium of wayside towns as well as directly, yet this factor has been left out of consideration in order that the area of direct influence may not be overstated. When the figures were first



"The Piggery" on a farm 18 miles south of Saskatoon.

compiled, a special note was added to the effect that they were not for advertising purposes, but the results were so surprising that it has been thought well to make them public.

The area considered comprises approximately 25,000 sq. miles or nearly 16,000,000 acres. There is, therefore, one square mile of magnificent agricultural territory to yield a livelihood for every individual in Saskatoon City. There is within the area a rural population of 107,000 persons, as well as those living in the many towns and villages. These 107,000 persons include one per cent. of the city population, eight per cent. of the town population, and twenty per



Cutting an extensive wheat crop on a farm of large area where "Time means money."

cent. of the village population, which percentages are estimated to be truly rural and account for those persons living in urban communities whose incomes are derived directly from the farms.

Of the area of 16,000,000 acres, above mentioned, 4,000,000 are under crop. Within the area there are 172,000 horses; 186,000 cattle, 16,000 sheep, and 144,000 swine.

Estimating the total area of land within the boundary to be worth \$25.00 per acre (and much of it is worth double that), we have an approximate valuation of \$400,000,000.00, while, if the average price of a horse be taken as \$150.00, we have a valuation in horse flesh of nearly \$26,000,000.00. Valuations of other livestock may be easily worked out from the figures given.

The area of Saskatchewan in which there is settlement and cultivation comprises about 126,250 square miles, or about one-half of the total area of the Province (251,700 sq. miles). This 126,250 square miles comprises all the area between the International Boundary line and a line parallel to it but from fifty to sixty miles north of Prince Albert. So that even on our very conservative basis of calculation, Saskatoon's direct commercial influence controls one-fifth of the inhabited and cultivated area of Saskatchewan.

This means something. It means that the total area of the Province of Nova Scotia, for example, is considerably less than Saskatoon's immediate territory, since Nova Scotia contains only 21,068 square miles. Yet Nova Scotia is as large as Holland and Belgium combined. Many of our own people do not realize what great possessions and opportunities are theirs. How shall those at a distance realize?

Of the 9,000,000 acres of wheat officially estimated to have been grown in Saskatchewan during 1918, Saskatoon territory has about one-quarter, or 2,500,000 acres.

Sufficient has been said to show the potentialities are here, and that Saskatoon is the natural centre of them. The only way ever discovered for the creation of new wealth is by the application of labor to land. What Saskatchewan most needs is greater agricultural development. Our district needs more farmers and more agricultural workers. Our City needs more industries, more businesses and more people.

It will be hardly necessary in view of the accompanying illustrations to more than mention our root crops. No manures are necessary. The fertility of the soil, lying fallow for centuries, and the suitability of the climate are sufficient. War gardening during the last few years has led to a large production of potatoes and other garden vegetables, yet the average city man cannot undertake gardening on any large scale. There is scope for market gardening. The majority of the farmers are too busy with cereals and livestock to attempt to grow more garden vegetables than their own households will consume.



Display of vegetables grown in Saskatoon and district—some indication of our possibilities.

DAIRYING

The dairying industry has made wonderful strides in Saskatchewan since its inception in 1906. This advancement has been largely due to the formation of farmers' creamery organizations. The Saskatchewan Co-operative Creameries, Limited, is a province-wide organization backed by the Government under the terms of a Co-operative Act which provides that at least seventy-five per cent. of the shareholders shall be farmers. This company does an immense business, and handles cream for manufacture into butter. It also operates cold storage plants, in which perishable products may be conserved, at various points throughout the Province. Poultry-killing and dressing stations have been opened at Saskatoon and Regina, crates being provided so that farmers may ship their live poultry to the killing-stations and receive immediate returns.

The farmers of Saskatchewan already operate a large number of their own grain elevators, their own creameries, their own cold storage plants, and will, in the near future, have their own stockyards, and thus embracing the whole field of preparing and marketing their own farm products. At Saskatoon, the organization just mentioned has a large cold storage plant which

will, undoubtedly, be extended rapidly, and is so constructed that it may be. In addition, there are in Saskatoon two large milk concerns, privately owned, doing a good business in supplying pasteurized milk to the public, and in manufacturing ice cream during the summer. The Saskatchewan Government aims to encourage the dairying and livestock industries in every legitimate way.

ANNUAL PRODUCTION—SASKATCHEWAN CO-OPERATIVE CREAMERIES, LTD.

Year	No. of Creameries	No. of Patrons	Pounds Butter Made
1907	4	213	66,246
1910	7	1,166	507,820
1913	11	2,681	862,869
1914	13	3,625	1,436,720
1915	15	5,679	2,012,410
1916	17	7,205	2,538,061
1917	19	8,100	2,482,347

PRIVATE CREAMERIES

Year	No. of Creameries	Pounds Butter Made
1913	4	451,622
1914	8	1,279,680
1915	9	1,845,461
1916	14	1,776,897
1917	12	1,738,412

Poultry products are easily sold; the demand is always good and results most gratifying to producers. The University of Saskatchewan affords instruction in the best and most profitable methods of poultry raising and egg production in Saskatchewan.

AVAILABLE LAND

During the last few years homesteads in Western Canada have become harder to obtain, except in districts to which railway communication has not been extended. There are, however, homesteads yet available in good districts, and settlers can obtain them if they are prepared to go far enough back from close settlement. On the other hand, it is generally agreed that it is cheaper in the long run to buy suitable land than to homestead, provided a man is in earnest about his farming. Raw land can be obtained close to Saskatoon from \$17.00 to \$30.00 per acre, and improved land from \$25.00 to \$60.00 per acre, on easy terms. A large number of our best settlers have been farmers from the United States and Eastern Canada who have sold their previous holdings and invested the proceeds in Saskatchewan. *They came here because the proceeds from the sale of their old farms would buy three or four times as much more productive land in the Saskatoon district.* Their only regrets were their old friends, and they soon made new ones.

RURAL CONVENIENCES

Rural telephones, rural mail delivery, and rural schools have done wonders, and the loneliness which was, at one time, the traditional drawback to prairie farming, has vanished. The Government of Saskatchewan makes easy, by rendering aid, the acquisition of telephones for farmers even in sparsely settled districts. This is accomplished by the formation of rural telephone companies organized and financed by the farmers themselves, but backed and supervised by the Department of Telephones.

Rural mail delivery is provided in rural communities which are fairly well settled and desire it. In all postoffices, however, the box system is found very satisfactory and efficient.

Four residents in a district, with not fewer than twelve children from five to sixteen years of age can secure a rural school. Provision, therefore, is made for the education of the families of the remotest settlers. The Church also makes its appearance at a very early stage in the development of any new point. The leading denominations make arrangements for the holding of services in the schoolhouses.



Cattle raised in Northern Saskatchewan—a promising indication of the future of the livestock industry

It should not be forgotten that, as the years go on, the price of land is steadily rising. The opportunity to secure cheap land is now. A decade hence will be too late. An intelligent farmer starting now should be independent by that time.

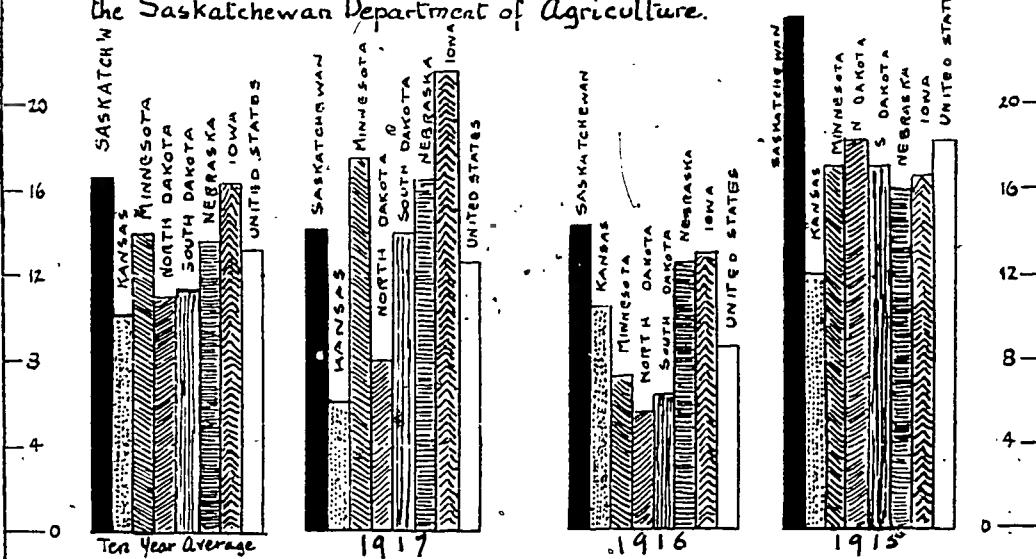
Prospective settlers, who desire further information with regard to

shipment of settler's effects, customs regulations, or who wish to make any specific inquiries, should communicate, without any hesitation, with the Commissioner, Board of Trade, Saskatoon, Sask., by whom all inquiries will be cheerfully answered.

The total acreage under wheat in Saskatchewan in 1918 was 9,249,260; oats 4,988,499; barley 599,296; flax 840,957; rye 123,500; peas 4,251; beans 861; buckwheat 1,207; mixed grains 23,449; other grains 27,347.

In 1915, according to Dominion Government statistics, the Saskatchewan yield of wheat per acre was 28.54 bushels.

Comparative Diagram showing the average yields of Spring Wheat per acre in Saskatchewan, the United States, and certain States of the Union during the past ten years and separately during 1915, 1916 and 1917; based upon figures published by the Saskatchewan Department of Agriculture.



Precipitation in 1916: Three Prairie Provinces Compared.



The above diagrams represent the rainfall for twelve months beginning in each case with January. The heavy black portions indicate the growing season.

Growth of The City

Saskatoon in the Building—Hotels, Stores, Banks and Office Blocks— Evidence of Steady Progress

FROM being a small village in 1903 with a population of slightly over 100, Saskatoon had grown in 1914 to be a flourishing City containing over 20,000 people. The Provincial Census of 1916 gave a population of 21,064, after two years of war and vigorous recruiting. The population in 1918, based on the man-power registration figures as published by the Dominion Government and calculated upon their approved method of estimating, is 25,411.

It is natural that a stranger should inquire how such rapid growth came about, and what form it has taken.

Our pioneer settlers, who evinced a remarkable spirit of harmonious co-operation where the interests of Saskatoon were concerned, soon recognized their advantages of location while the productiveness of the surrounding country was impressed by every sod turned by the plow. The three villages, West Saskatoon, Nutana, and Riversdale, merged into one community, and, for all practical purposes, the Town of Sutherland, about three miles east, where are the C.P.R. roundhouse and car repair shops, could not avoid the partnership; with the result that Saskatoon grew into a City, as one might say, over night. During Canada's busy years, 1909 to 1913, Saskatoon's building activities were phenomenal. Whole streets sprang into existence with hotels, stores, and office buildings where shortly before there had only been raw prairie.



Third Avenue in the building—a street-full of office blocks and stores in process of erection—indicating how Saskatoon became a modern City in the space of a few years. This remarkable photograph shows a condition without precedent.

photograph, is remarkable as indicating the contemporaneous erection of a street full of blocks. Such a state of affairs had no discoverable precedent. The official building permits taken from the City records for the years in question are most instructive as showing the continuing growth of the City. The figures are as follows:

SASKATOON 1903

A scattered hamlet of a hundred people.

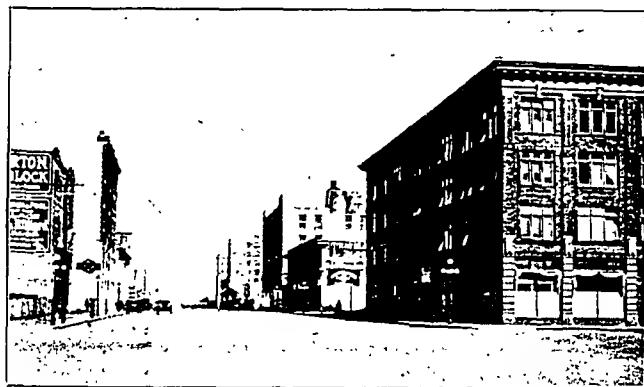
Year	No. of Permits	Value of Buildings	Year	No. of Permits	Value of Buildings
1909	254	\$1,002,055	1914	396	561,500
1910	433	2,817,771	1915	24	20,200
1911	806	5,028,366	1916	110	146,150
1912	1,783	7,640,530	1917	178	582,739
1913	834	4,453,845	1918	275	604,715

Note the effect of the outbreak of war and consequent locking up of capital, and then the steady growth after recovery from the blow.

HOTELS

In the telephone directory there are sixteen different hotels listed for Saskatoon, taking no account of rooming houses or boarding houses. It has been

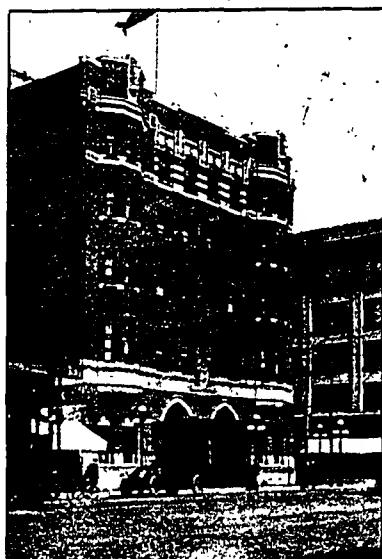
claimed that Saskatoon has more and better hotel accommodation than any other two cities in the Province, and there is some truth in the statement, for, certainly, there is no city in Saskatchewan with hotel accommodation better than that offered here. It is a mistake, however, for visitors to expect inferior hotel accommodation in the Prairie cities. One may reasonably expect and enjoy all the comforts and conveniences of hotels in large



Today—Third Avenue when built. Photograph taken from the same point as the one on preceding page

Eastern centres. The King George, built in 1911 by an English syndicate and still operated by them, is generally considered our premier hotel.

Saskatoon is far away from any other large city, and because it is the centre of supply for a vast area, containing many towns and villages, and magnificent agricultural land, it is necessarily the trading centre of Central and Northern Saskatchewan. This means that our stores carry large and varied stocks. There are two large and up-to-date department stores, besides those customarily found in all large cities, so that our citizens can shop as cheaply and conveniently here as anywhere. We are far enough away from great metropolitan centres to have learned the wisdom of looking after our own needs in this respect.



Saskatoon's Premier Hotel—The King George

BANKS

The business done by our merchants and professional men is indicated by the fact that the City has no fewer than eleven different chartered banks, exclusive of branches, as well as five trust companies, two of which do a banking business. These banks, with one or two exceptions, occupy their own splendid buildings. The list includes the Canadian Bank of Commerce, the Merchants Bank of Canada, the Royal Bank of Canada, the Bank of Hamilton, the Union Bank of Canada, the Bank of Nova Scotia, the Bank of Montreal, the Dominion Bank, the Imperial Bank, and the Hettle-Drennan Company's bank.

The local banks operate a clearing house, returns of which are made public weekly and monthly. The figures have been steadily rising for the last few years, prior to which public record was not kept:

1915.....	\$50,246,841.00
1916.....	68,316,154.00
1917.....	93,730,650.00
1918.....	1,412,813.52

CUSTOMS REVENUE

The revenue derived from Customs is also indicative of the volume of business done.



FIVE OF SASKATOON'S BANKS (Reading from left to right and down they are): 1—The Bank of Montreal, 2—The Bank of Hamilton, 3—Union Bank of Canada, 4—The Canadian Bank of Commerce, 5—The Royal Bank of Canada

Year	(12 months, ending March 31st)
1908.....	\$ 55,529.31
1909.....	46,270.68
1910.....	122,168.25
1911.....	501,216.80
1912.....	777,558.00
1913.....	1,412,431.40
1914.....	833,145.44
1915.....	361,366.30
1916.....	378,457.86
1917.....	670,303.02
1918.....	1,167,377.86

The effect of the war-outbreak is noticeably evident in the above figures, as is also the recovery and steadily increasing revenue.

POST OFFICE REVENUE

No more eloquent figures could be procured to testify to the soundness and prosperity of any community than those showing the revenue of the Post Office. No explanations are necessary, and the conclusion is unavoidable. The figures from the Saskatoon Post Office are:

Year	Year
1907.....	\$ 11,619.82
1908.....	19,711.21
1909.....	25,344.80
1910.....	37,204.04
1911.....	59,829.26
1912.....	84,119.61
1913.....	128,951.00
1914.....	118,733.00
1915.....	139,043.00
1916.....	153,034.00
1917.....	180,142.00

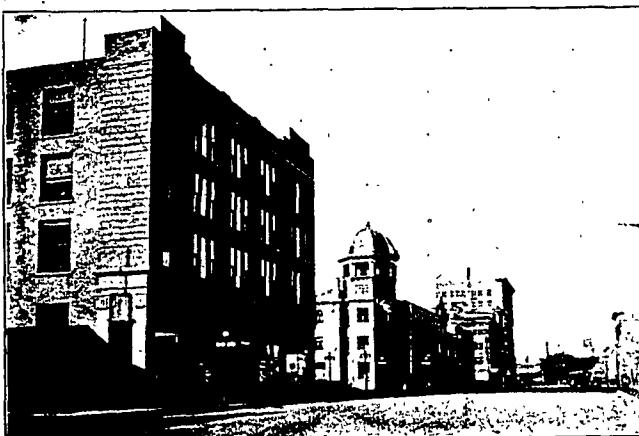
The flow of money into the City can also be, in some degree, estimated by the number and value of the Money Orders paid at the Post Office. The figures follow:

Year	Number	Amount	Year	Number	Amount
1907	1984	\$ 65,760.75	1913	33875	782,529.30
1908	3298	101,987.17	1914	38453	699,085.12
1909	5088	127,486.76	1915	42604	828,022.82
1910	8289	220,309.85	1916	74317	1,610,208.38
1911	13225	346,666.80	1917	108970	2,382,839.17
1912	18112	457,152.01			

Many more columns of similar portent might be included if it were not proverbial that figures are dry reading. Such as have already been submitted, however, leave no room for doubt about our City's present accomplishments and its future prospects. Continuous commercial growth and increasing population has brought in many professional men, barristers, physicians, and specialists in many lines. Our office buildings are adequate. Premier amongst them is the Canada Building, which is centrally located and has eight floors, and contains three elevators. Here, financial firms, insurance companies, real estate concerns, and professional men of all kinds have their offices. This building cost approximately \$1,000,000.00 to erect.

As in all parts of Western Canada, telephones are to be found in nearly every home and every place of business. Throughout the cities and towns, the telephones are operated by the Department of Telephones of the Provincial Government. Saskatoon has the automatic system which enables subscribers to communicate without calling Central by the simple expedient of using a small numbered dial on each instrument. This plan obviates the employment of a large

staff of girls at the central office, insures absolutely private conversation, and eliminates the "third-party" entirely. An expert telephone mechanic and an information girl at Central are sufficient to keep in working order the whole City system, with nearly 4,000 telephones, if rural subscribers directly connected with the Saskatoon office be counted. In the City alone, there are 3,400 subscribers. Saskatoon was one of the first cities in America in which the automatic system was installed, and it has been a great success. Long distance



Twenty-first Street, looking towards the C.N.R. depot

connection with all parts of the country, including rural systems which reach the majority of the farm homes of the Province, is available for every subscriber.

NEWSPAPERS.

This section should not close without some mention of our newspapers. If a City may be judged by its newspapers, Saskatoon will gladly accept the challenge. There are three:

- The Saskatoon Phoenix (Morning).
- The Saskatoon Daily Star (Noon and Evening).
- Turner's Weekly.

Both the dailies have a leased wire service to and from Eastern Canada and the Pacific Coast and intermediate points. Our newspapers go out on every train, and by means of them, not only the citizens of Saskatoon, but the merchants and farmers of the City's tributary territory are kept constantly informed of commercial, public, and world events. The idea that the Western farmer is too isolated to be kept in close touch with the events of the day is altogether erroneous. The train, the automobile, and the daily newspaper have annihilated the old loneliness of the prairies. For free copies of any of the above mentioned newspapers, write to the Commissioner, Board of Trade, Saskatoon, Sask.

What You Want to Know About Saskatoon

Children's Aid Society and home for neglected children.

Annual Summer and Annual Winter Fair.

Board of Trade, Canadian Club, Saskatoon Club, (social), Rotary Club, Country Club, Automobile Club, Horticultural Society, Commercial Travellers' Association, Retail Merchants Association, Wholesalers' Association, Manufacturers' Association, Masonic Lodge, Oddfellows, Knights of Columbus, Elk and Moose Fraternities, Great War Veterans' Association, Citizen's Educational League, St. John Ambulance, Daughters of the Empire, Y.M.C.A. and Y.W.C.A.

Golf, tennis, bowling, baseball, shooting in season, curling, skating, and hockey.

Prizes Won By Seager Wheeler

1911—World's Best Wheat, Great Land Show, New York: Won by Seager Wheeler, Rosethorn, Sask.

1913—World's Best Wheat, International Dry Farming Exposition, Tulsa, Okla.: Won by Paul Gerlach, Allan, Sask.

1914—World's Best Wheat, International Dry Farming Exposition, Wichita, Kas.: Won by Seager Wheeler, Rosethorn, Sask.

1915—World's Best Wheat, International Dry Farming Exposition, Denver, Colorado: Won by Seager Wheeler, Rosethorn, Sask.

1916—World's Best Wheat, International Dry Farming Exposition, El Paso, Texas: Won by Seager Wheeler, Rosethorn, Sask.

1917—Red Bobs Wheat, First Prize and Sweepstake, International Farm Congress, Peoria, Ill.

1918—Marquis Wheat, First Prize and Sweepstake, International Farm Congress, Kansas City; C.P.R. Special \$500.00 Silver Trophy. Sweepstake \$100.00 and Silver Trophy. I.H.C. eight-foot binder. Provincial Seed Fair, 1st Prize and Sweepstake. Canadian Seed Growers' group exhibit, 1st Prize. International Farm Congress Trophy twice, and the Miller Cup once.

Mr. Wheeler's full list of prizes run to a column of newspaper type. "Too numerous to mention" is a true description for his prizes for wheat, oats, barley and potatoes.

The World's Best Oats Championship has been won for a number of consecutive years now by J. C. Hill & Sons, of Lloydminster, Sask.

Saskatoon Vital Statistics

Year	Births	Marriages	Deaths
1913	856	576	429
1914	914	433	265
1915	799	455	210
1916	748	509	267
1917	959	544	450

TURNER'S WEEKLY LINE OF ADVERTISING